

**By Anna
Katharine
Green**

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 James, Henry, jr. Madonna of the Future and Other Tales.

country and the most exacting and the changes that forty years have brought. Mr. Richards was one of the pioneers in extensive advertising, and owes a large measure of his success to an ingenious and courageous use of printer's ink. He was a warm friend of Dr. Joseph Parker of the City Temple of London, and dwells lovingly upon the traits of that remarkable preacher. A daughter of the author, Pearl Richards,

HIGHWAYS AND BYWAYS IN OXFORD AND THE COTSWOLDS. By Herbert A. Evans. Illustrations by Frederick L. Griggs. New York: The Macmillan Company. Washington: Brentano's.

This is a book for the leisured reader, even as the tour it describes was a tour for the leisured wayfarer. The reader must have plenty of time to skim along and to drop the book, to read here and

Year Book of Economic, Industrial, Social and Religious Statistics. 1906. Josiah Strong, editor-in-chief, president American Institute of Social Service, author of "Our Country," etc.

Private Passenger Steamers That Need \$5,000 Worth of Overhauling

Truly enough, the scene was different from the days before steam yachts had become young transatlantic liners, and when sailing yachts were still something more than toys for the rich. There was plenty of keen sailor men around. There was plenty of the delicious bustle that spells heaven to a lover of the ocean. There was even a ship lying on her armor for fight with a fair wind on sea. But there were no groups of excited, eager, boyishly enthusiastic men, comparing the merits of their craft, peering at the rigging of the other's vessel, and lines and keels, cheering on their crews to dress the pet boats in their best, and debating to the quarrel point over defebated points of naval construction or practice.

Here and there a man and his owner, who viewed matters with a cold business eye, and "rushed" through the things to which he had to give attention

During the preceding season, even in the most quiet of cruising, our Queen of Sheba has lost rivets and gear like a girl at a wild masked ball. There isn't a part of her that doesn't need the marine complex—mechanical—of the dressmakers of the sea, whose bills come higher than those of Worth.

She is a sweetheart who will drain her lover's purse before he knows it, and like many a sweetheart, she costs her lover so much to marry that he never knows if he has not enough money left to marry her. In other words, many a yacht owner is so overwhelmed with unexpected charges for putting his yacht in commission that he

the harbor at that place in ten years, and those were private yachts which sought refuge during the Spanish-American war. The consul further says that he had searched the records of the consulate, which is the oldest in continuous existence, and that he had found that in the first six months of 1895 no less than 112 vessels owned by Americans and flying the American flag had entered and cleared at the port. The vessels averaged from 175 to 200 tons, and were brought to Bordeaux cotton, sugar, tobacco, wine, oil, and logwood, and carried back to the United States cargoes of wine, brandy, dry goods, wheat, fruit and hardware.

diversions from the straight course. He describes conditions of life in England four decades ago and draws some interesting comparisons between then and now. An especially suggestive chapter is that which deals with advertising methods in the old country and the United States and the part played by the printer in the process. Mr. Richards was one of the pioneers in extensive advertising, and owes a large measure of his success to an ingenious and courageous use of printer's ink. He was a member of the staff of the *Illustrated London News* and the *Graphic*, and was for many years City Printer of London, and dwells longingly upon the traits of that remarkable preacher. A daughter of the author, Pearl Richards,

his own existence a new science, which he has tried to describe in his manuscript. He has, it is interesting to note, renounced all his professional appointments in order to devote himself to a study and an exposition of his theories.

HIGHWAYS AND BYWAYS IN OXFORD AND THE COTSWOLDS. By Herbert A. Evans. Illustrations by Frederick L. Griggs. New York: The Macmillan Co. W. W. Norton & Co., Inc., 1920. Pp. 128. This is a book for the leisurely tourist, even as the tour it describes was a tour for the leisurely wayfarer. The reader must have plenty of time to skim along and to drop the book, to read here and

THE SNARE OF STRENGTH. By Randolph Bedford. Boston: Herbert B. Turner Company.

SOCIAL PROGRESS. An International Year Book of Economic, Industrial, Social and Religious Statistics. 1908. Josiah Strong, editor-in-chief, president American Institute of Social Service, author of "Our Country," etc. William H. Tolman, director American Institute of Social Service, chevalier Legion of Honor, Order of Leopold, corresponding member of the Imperial

Chambers. R. W. Outdoors.
Conrad, Joseph, and Haeffler, F. M. Romance.
Conrad, Joseph. The Secret of the Tomb.
Crawford, F. M. Rose of Yesterday.
Dickens, Charles. Hard Times, etc.
Dunbar, H. H. The Heart of the Matter.
Haggard, H. R. Lyonesse: a Tale of the Dutch.
Haggard, H. R. The Lady.
James, Henry, Jr. The Age of Awakening.
James, Henry, Jr. Daisy Miller: a Study; International Epilogue; Four Meetings.
James, Henry, Jr. Embarrassments.
James, Henry, Jr. The Master, etc.
James, Henry, Jr. Madonna of the Future and Other Tales.
James, Henry, Jr. Other Homes.
Larimer, G. H. False Gods.
Morrison, Arthur. Chronicles of Martin Hewitt.
Ward, Mrs. Humphrey. Martin's Career.
Woodman, Ervin. Princess Olga.